

Hongkong Daily Press.

ESTABLISHED 1857.

BOOKBINDING by European method with the best material and under European supervision at THE "DAILY PRESS" OFFICE. Always pronounced equal to home work, and prices very moderate.

PRINTING OF ALL KINDS of the most moderate prices at THE "DAILY PRESS" OFFICE. All proofs are sent and all work supervised by Englishmen. Always equal and generally superior to that done anywhere else. Estimates given.

No. 13, 121. 號一十二百一千三萬第 日六十二月二年六十二緒光 HONGKONG MONDAY, MARCH 26th, 1900. 一年禮 號六十二月三年百九千九百九千九

NOTICE.
Communications respecting Advertisements, Subscriptions, Printing, Binding, etc., should be addressed to THE "DAILY PRESS" OFFICE, 11, Queen's Road Central, Hongkong. All communications should be sent to the Editor, and not to the Proprietor. The Editor is not responsible for the contents of advertisements. The Proprietor is not responsible for the contents of advertisements. The Editor is not responsible for the contents of advertisements. The Proprietor is not responsible for the contents of advertisements.

NEW ADVERTISEMENTS.
NOTICE.
I HAVE This Day Admitted my Brother, Mr. MORRIS STEWART, to a PARTNERSHIP in my Business. GERSHON STEWART. Hongkong, 26th March, 1900. 894

NOTICE.
THE Business hitherto conducted under the name of STEWART & CO. is now being carried on under the name of STEWART BROS. Hongkong, 26th March, 1900. 895

NOTICE OF REMOVAL.
THE OFFICES of this Company have This Day been TRANSFERRED from No. 7, Praya Central, to PRINCE'S BUILDING (1st Floor), Chater Road. Hongkong, 26th March, 1900. 893

THE OSAKA SHOSHEN KAISHA, LIMITED.
FOR SWATOW, AMOY, AND TAMSUI.
THE Company's Steamship
"MAIDZURU MARU,"
Captain Rensch, will be despatched for the above ports TO-MORROW, the 27th Inst., at DAYLIGHT.

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ENTERTAINMENT

THEATRE ROYAL, CITY HALL.
MR. HENRY DALLAS' COMPANY.
TO-NIGHT! TO-NIGHT!
Grand Production
for
THIS NIGHT ONLY
of the Charming modern Comedy
"HIS EXCELLENCY THE GOVERNOR,"
which is now drawing all London to
THE CRITERION THEATRE.

TO-MORROW (TUESDAY),
Grand Revival of
"THE SIGN OF THE CROSS,"
On
WEDNESDAY.
BY UNIVERSAL REQUEST.

"THE GEISHA"
will be revived in place of "Charley's Aunt" as previously announced.
Norm—Patrons holding Tickets for "Charley's Aunt" may retain same or have value refunded on applying to Booking Agents.

THURSDAY—LAST NIGHT—
"A RUNAWAY GIRL,"
LAST NIGHT OF SEASON.
Place at ROBINSON PIANO CO.

Business Manager—E. HERMANN.
Hongkong, 26th March, 1900. 896

VICTORIA PRECEPTORY AND PRIORY.
A REGULAR MEETING of the VICTORIA PRECEPTORY will be held at the FREEMASON'S HALL TO-NIGHT (MONDAY), the 26th instant, at 8.30 for 9 p.m. precisely. Visiting Sir Knights are cordially invited to attend.
Hongkong, 26th March, 1900. 897

JOHN WALKER & SONS' KILMARNOCK WHISKY.
This World-renowned Fine Old Highland Whisky shipped by CUTLER, PALMER & CO., and is obtainable in Hongkong of G. C. ANDERSON, No. 10, Praya Central.
Hongkong, 26th March, 1900. 898

CUTLER, PALMER & CO.
WINE SHIPPERS SINCE 1815.
Who have consigned their Brands to Hongkong for over half a century.
Apply to G. C. ANDERSON, No. 10, Praya Central.
Hongkong, 26th March, 1900. 899

THE HALL STEAMSHIP.
Captain Sachs, having arrived from the above ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for counter-signature by the Undersigned, and to take immediate delivery of their goods from alongside.
Optional Cargo will be forwarded unless notice to the contrary be given before 3 p.m. TO-DAY.

THE HALL STEAMSHIP.
Any Cargo requiring discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense.
No Claims will be admitted after the Goods have been landed, and all Goods remaining undelivered after the 31st inst. will be subject to rent.
All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 31st inst., at 3 p.m.
No Fire Insurance has been effected.
SIEMSEN & CO., Agents.
Hongkong, 26th March, 1900. 899

THEATRE ROYAL—DON'T MISS
Seeing the Comedy on "THE GRIP ON COLONIAL EMPIRE," at the Chamber of Commerce Room, City Hall, TO-DAY (MONDAY), the 26th March, at 5.15 p.m.
The Honorable W. M. GOODMAN will take the Chair.

HENRY E. POLLOCK,
Hon. Secretary.
Hongkong, 26th March, 1900. 897

ORGAN RECITAL.
will be given by
M. A. G. WARD,
in
St. JOHN'S CATHEDRAL,
TO-DAY (MONDAY), March 26th, 1900,
at 4.30 p.m.
Vocalists—Mr. ALFRED MARSH.
Hongkong, 26th March, 1900. 875

LAWN TENNIS
TOURNAMENT
of the
HONGKONG CRICKET CLUB
will be held on
FRIDAY, 6th APRIL, 1900.
Entries CLOSE TO-MORROW (TUESDAY), 27th instant, at 6 p.m.
Names of Competitors can either be entered on the Lists at the Cricket Club or can be sent in writing to the Lawn Tennis Sub-Committee at the Cricket Club.
Hongkong, 10th March, 1900. 738

WANTED.
With possession from 1st of May or Sooner.
A HOUSE at the PEAK, of Five or Six Rooms.
Apply to—
L. M.
Care of Office of this Paper.
Hongkong, 26th March, 1900. 1829

AUCTION

PUBLIC AUCTION.
THE Undersigned has received instructions to Sell by Public Auction, TO-MORROW (TUESDAY), the 27th March, 1900, at 2.30 p.m., at his Sales Room, No. 34, Queen's Road Central, SUNDAY HOUSEHOLD FURNITURE, &c.,
Comprising—
TAPESTRY COVERED DRAWING ROOM SUITE,
MARBLE TOP CENTRE and SIDE TABLES,
BEVELLED GLASS OVERMANTELS, PICTURES and ORNAMENTS,
EXTENSION DINING TABLE, SIDE-BOARDS, DINNER WAGGONS, ESCHERICH and WRITING TABLE,
CLOCKERY, GLASS and PLATED WARE,
Double and Single IRON BEDSTEADS, WARDROBES, CAMPHORWOOD CHEST of DRAWERS, MARBLE TOP DRESSING TABLES and WASHSTANDS,
One MANDOLIN in CASE,
Two Gents' and One Lady's BICYCLES, &c., &c., &c.
TERMS OF SALE—As Customary.
V. I. REMEDIOS, Auctioneer.
Hongkong, 24th March, 1900. 882

PUBLIC COMPANIES.
GREEN ISLAND CEMENT COMPANY, LIMITED.
NOTICE is hereby given that the CALLS on shares numbered respectively, 24,322—24,323, 24,324—24,325, 25,714—25,715, 25,904—25,905, 25,906—25,907, 25,908—25,909, 25,910—25,911, 25,912—25,913, 25,914—25,915, 25,916—25,917, 25,918—25,919, 25,920—25,921, 25,922—25,923, 25,924—25,925, 25,926—25,927, 25,928—25,929, 25,930—25,931, 25,932—25,933, 25,934—25,935, 25,936—25,937, 25,938—25,939, 25,940—25,941, 25,942—25,943, 25,944—25,945, 25,946—25,947, 25,948—25,949, 25,950—25,951, 25,952—25,953, 25,954—25,955, 25,956—25,957, 25,958—25,959, 25,960—25,961, 25,962—25,963, 25,964—25,965, 25,966—25,967, 25,968—25,969, 25,970—25,971, 25,972—25,973, 25,974—25,975, 25,976—25,977, 25,978—25,979, 25,980—25,981, 25,982—25,983, 25,984—25,985, 25,986—25,987, 25,988—25,989, 25,990—25,991, 25,992—25,993, 25,994—25,995, 25,996—25,997, 25,998—25,999, 26,000—26,001, 26,002—26,003, 26,004—26,005, 26,006—26,007, 26,008—26,009, 26,010—26,011, 26,012—26,013, 26,014—26,015, 26,016—26,017, 26,018—26,019, 26,020—26,021, 26,022—26,023, 26,024—26,025, 26,026—26,027, 26,028—26,029, 26,030—26,031, 26,032—26,033, 26,034—26,035, 26,036—26,037, 26,038—26,039, 26,040—26,041, 26,042—26,043, 26,044—26,045, 26,046—26,047, 26,048—26,049, 26,050—26,051, 26,052—26,053, 26,054—26,055, 26,056—26,057, 26,058—26,059, 26,060—26,061, 26,062—26,063, 26,064—26,065, 26,066—26,067, 26,068—26,069, 26,070—26,071, 26,072—26,073, 26,074—26,075, 26,076—26,077, 26,078—26,079, 26,080—26,081, 26,082—26,083, 26,084—26,085, 26,086—26,087, 26,088—26,089, 26,090—26,091, 26,092—26,093, 26,094—26,095, 26,096—26,097, 26,098—26,099, 26,100—26,101, 26,102—26,103, 26,104—26,105, 26,106—26,107, 26,108—26,109, 26,110—26,111, 26,112—26,113, 26,114—26,115, 26,116—26,117, 26,118—26,119, 26,120—26,121, 26,122—26,123, 26,124—26,125, 26,126—26,127, 26,128—26,129, 26,130—26,131, 26,132—26,133, 26,134—26,135, 26,136—26,137, 26,138—26,139, 26,140—26,141, 26,142—26,143, 26,144—26,145, 26,146—26,147, 26,148—26,149, 26,150—26,151, 26,152—26,153, 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26,814—26,815, 26,816—26,817, 26

ent men of the eleven ships were taken up as transports, and it was only after some delay in the Press that recently the *Majestic*, one of the eleven, was employed in the operation. The vessel, having been in the harbor for some time, the annual inspection, and when in the aggregate the company had received over £2,000 in this way, they transferred the ship and her crew to a foreign line. This No. 3 vessel, which was established, Objection No. 3 still holds good, for in pursuance of this policy we have since 1887 spent over half a million sterling, and have nothing to show for it. The Civil Lord has expressed the view that the Admiralty did "not think it desirable to take up the last unarmoured cruisers of the mercantile fleet when they could not guarantee they would not be required for another purpose for which they were not intended by the Government." One of the subordinate naval aspects of the war is that though we have sunk over half a million sterling to have the services of fast vessels "as armed cruisers or transports," we have not built a single cruiser, and we have not required in proportionally slow ships because we could not guarantee that the down fast cruisers, under a system which has really cost the country over half a million sterling, might not be wanted for another purpose.

There is another extremely important naval aspect of the war on which the nation is doubtless rightly left without any information. It is therefore proposed to discuss it at as great length as possible. Briefly it is this: the measures which have been adopted and the force employed to prevent munitions of war reaching the enemy territory. Naval action in this matter can only be taken outside the maritime league—that is three miles from the land of a neutral power. It cannot be contained that our squadron can effectively fulfil its functions in the matter by a ship or two simply watching ships coming directly to London. The watch, to be effective, must obviously extend at least along the whole imaginary line dividing the high seas from territorial waters. Once a ship gets within the three mile limit she is safe from our interference, and can move wholly unmolested by us, no matter what she may carry, and deliver her cargo at any port she may desire. It is the duty of our squadron to take care no ship gets within this neutral zone at any point without search. Though we, very properly, are not told how many ships are so employed, or anything about them, there are good grounds for fearing the squadron on the Cape station was rendered more or less incapable of discharging its true function along this extensive line of naval scrutiny. The Admiralty, through the press, have notified from time to time that large numbers of naval officers and seamen have been landed from the ships of the squadron, and also from the same source we have been informed that marine artillery and marine infantry have been left on board. Now ships could not be so manned, but they can land their marines without destroying effective sea-going power. The two most important naval resources are the *Force of the Pacific* and *Force of the Atlantic*, and on the Cape station. They have cost an enormous sum of money to make them the best possible set of vessels for the purpose of naval warfare, and it is not to be supposed that the Admiralty are so careless as to allow the *Force of the Pacific* to be so depleted. It will be interesting to know, by and by, whether as a result these magnificent and costly vessels are sent to sea to supply in harbour with marine artillery and marine infantry, specially trained for land service, on board, instead of remaining entirely at sea patrolling ceaselessly night and day along the edge of neutral waters. If on any emergency the army requires aid from ships the marine force in the ships can be landed, and indeed the force was created, and is trained, for that purpose. The First Lord of the Admiralty has not attempted to defend such an invasion of the application of force, but pleads the "unavoidable pressure" put by naval officers of all ranks "on those in authority to send their ships to sea in fighting and fighting to be done." The British interest is excessively strong in naval officers. Every true-born British honours and applauds their provincial dash and gallantry. The naval officers of today are the product of the war, the pride of the nation and types of men who make it great. This honour and the fame of the British fleet is safe in their keeping. A sense of duty, a sense of responsibility, a sense of a love of fighting cannot be sacrificed to it. The duty of the fleet is to keep the sea, and the powerful fighting interest in naval officers ought not to be allowed to cripple the power of the fleet. The fleet is the only power which has a natural tendency to burst its bond of authority, and it is checked by responsible authority. I have already said naval officers and seamen are out of place on country, their ships have to be out of place in harbour, great results. A single error of judgment in the way of reaching the fleet which might have been stopped had ships been patrolling the sea instead of having to be moved in harbour, would lead to the conclusion that naval officers and seamen acting as troops inland have in effect helped the enemy more than the army they were so gallantly assisting.

This is a serious naval aspect of the war which will certainly demand the most searching enquiry.

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MIKAWA MARU	SHANGHAI, CHEMULPO AND NAGASAKI	Tuesday, 27th March, at DAYLIGHT
KAROSHIMA MARU	MOJI, KOBE AND YOKOHAMA	Tuesday, 27th March, at NOON
R. N. Nishino	MANILA, THURSDAY ISLAND, TOWNVILLE, BRISBANE, SYDNEY, AND MELBOURNE	Friday, 30th March, at 4 P.M.
FUTAMI MARU	BOMBAY, VIA SINGAPORE AND COLOMBO	Friday, 30th March, at NOON
HIOKISHIMA MARU	MARSHALLS, LONDON AND ANTWERP, VIA SINGAPORE, PENANG, COLOMBO AND PORT SAID	Friday, 13th April, at DAYLIGHT
KAWACHI MARU	YOKOHAMA, H. K. AND SINGAPORE	Thursday, 19th April, at DAYLIGHT
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S. S. HILDEBRAND	HAMBURG AND HAMBURG	About 10th April
S. S. SIBIRIA	HAMBURG AND HAMBURG	About 20th April
S. S. BRAUN	HAMBURG AND HAMBURG	About 27th April
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